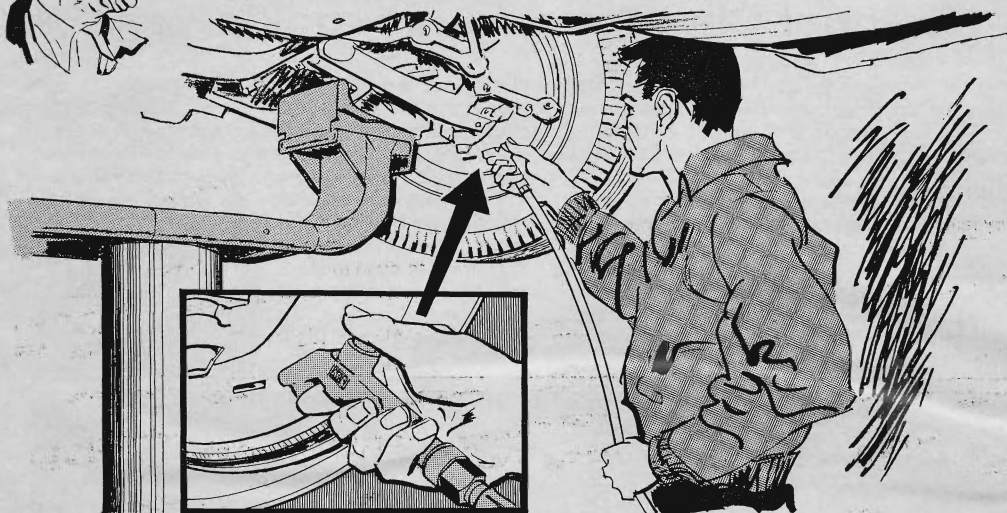


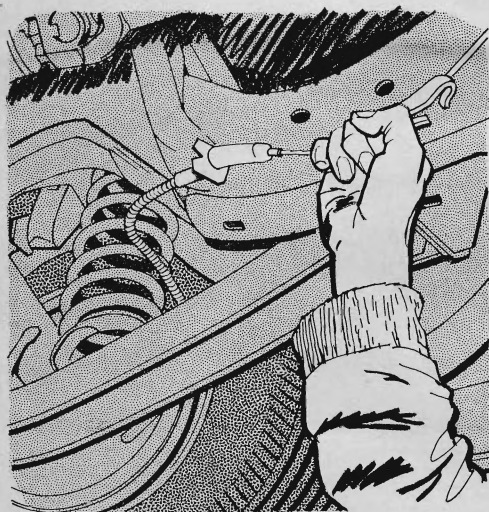


# Hints from the Model Garage

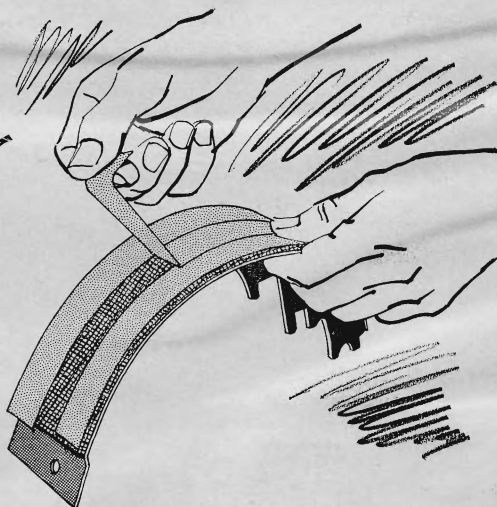


**Sometimes brakes will drag or squeal** without any signs of mechanical trouble or fluid leaks. If this happens, have the car put on a lift at a service station, leaving all four wheels hanging free to rotate. Aim the air nozzle of the station's air hose into the brake-adjustment slot

on the backing plate, first towards the front of the car, then towards the rear. Keep the wheels turning while two-to-three-second blasts of air force the dust out of the drums. Carry out this operation on all four wheels, and they should then run freely and quietly.



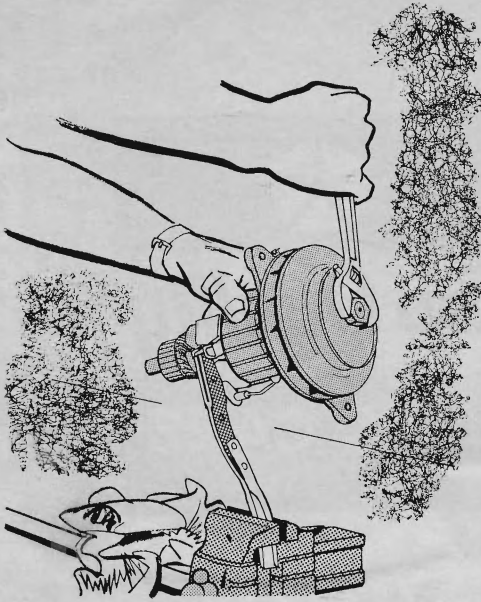
**Suspect a noisy bearing** in your rear axle? Check it by raising the rear end of the car, starting the engine, and engaging first gear or Low Range. Pull first one, then the other hand-brake cable. If the noise stops when the wheel stops, you've located the faulty bearing.



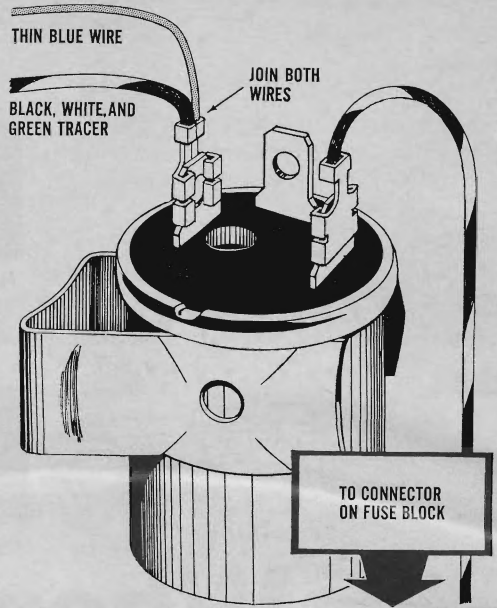
**To avoid getting grease** and/or brake fluid on the new linings during a brake job, cover them with a couple of strips of masking tape as soon as they have been riveted or bonded to the shoes. Remove the tape when the shoes are firmly in place on the backing plates.

*Continued*

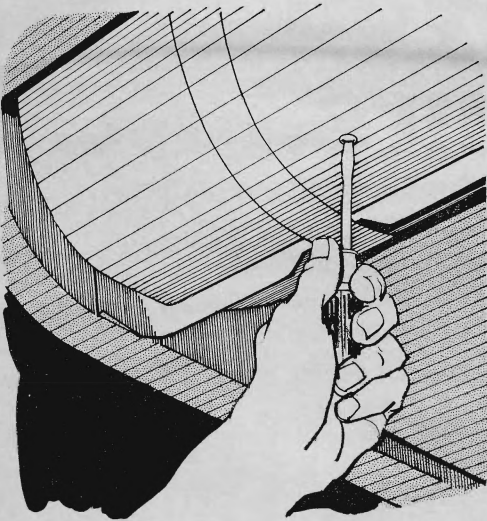
## More Hints from the Model Garage



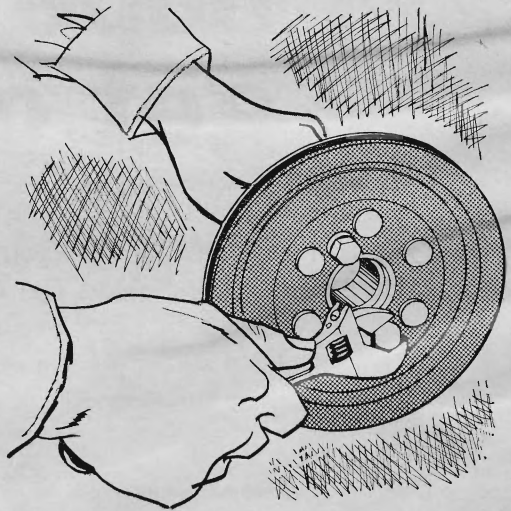
A sticky retainer nut on a generator pulley can be loosened with an oil-filter strap wrench. Place the wrench over the armature and clamp it in a vise. Turning the nut strengthens the grip in the armature, and the nut unscrews easily. To reassemble, reverse the procedure.



**Need a replacement flasher** for your VW? The Tung-Sol P-229-D six-volt flasher unit costs about \$1. Join the thin blue wire from the harness to the black, white, and green tracer. This unit flashes immediately, and faster than the one that comes with the VW.



A leaky gas tank can be fixed without draining or removal. Run solder on the threads and under the head of a self-tapping roundhead sheet-metal screw and drive it into the leak site. Tin around the screwhead and solder around it. Avoid red-hot irons or open flame.



**Noisy idling** in a Corvair is often a sign that the crankshaft pulley has worked loose from its hub. Fix it by putting two  $\frac{1}{8}$ "-by- $\frac{3}{8}$ " standard cap screws with split-type lock washers in the pulley holes. This puts more tension on the pulley and keeps it firmly on the hub.